



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Maynard, Iowa	<b>Accident Number:</b>	CEN22LA366
<b>Date &amp; Time:</b>	August 5, 2022, 11:00 Local	<b>Registration:</b>	N619RB
<b>Aircraft:</b>	ROBINSON HELICOPTER COMPANY R44 II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

The pilot reported that during an aerial application flight in a helicopter, he experienced a gust of wind that caused the nose of the helicopter to dip and lose altitude, which resulted in an impact with a powerline and substantial damage to the tailboom. The pilot reported that there were no mechanical malfunctions or anomalies that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

An impact with a powerline as a result of an unexpected wind gust.

## Findings

Environmental issues	Gusts - Effect on equipment
Environmental issues	Wire - Contributed to outcome

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	32,
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	November 8, 2021
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	February 8, 2022
<b>Flight Time:</b>	1100 hours (Total, all aircraft), 600 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON HELICOPTER COMPANY	<b>Registration:</b>	N619RB
<b>Model/Series:</b>	R44 II	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	2006	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Restricted (Special)	<b>Serial Number:</b>	11087
<b>Landing Gear Type:</b>	None; Skid	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 30, 2022 100 hour	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	41 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3769 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-540-AE1A5
<b>Registered Owner:</b>		<b>Rated Power:</b>	245 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Agricultural aircraft (137)
<b>Operator Does Business As:</b>	Precision Aerial Service	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOLZ, 1076 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	214°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	25° C / 21° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Maynard, IA	Type of Flight Plan Filed:	None
Destination:	Maynard, IA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.81996, -91.84472

## Administrative Information

Investigator In Charge (IIC):	Williams, David		
Additional Participating Persons:	James Konig; FAA; Des Moines, IA		
Original Publish Date:	September 23, 2022	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=105687">https://data.nts.gov/Docket?ProjectID=105687</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).